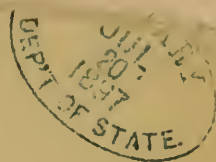
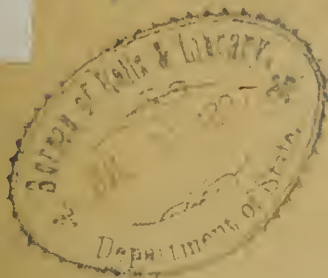


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International American Conference.

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TOUR

TENDERED BY THE GOVERNMENT OF THE UNITED STATES

TO THE

INTERNATIONAL AMERICAN CONFERENCE,

OCTOBER 3d to NOVEMBER 13th, 1889,

UNDER THE

PERSONALLY-CONDUCTED TOURIST SYSTEM

OF THE

PENNSYLVANIA RAILROAD COMPANY.

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Printed by
ALLEN, LANE & SCOTT,
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ITINERARY.

THURSDAY, OCTOBER 3d.

Leave Washington, D. C. (via Pennsylvania R. R.) . . 8.15 A. M.
Arrive Jersey City, N. J. 1.45 P. M.
Leave Jersey City, N. J. (via West Shore R. R.) . . . 1.50 "
Arrive West Point, N. Y. 3.45 "

Luncheon on the Special Train.

4.00 P. M., military salute and battalion review. 5.30 P. M., unveiling of portraits of Generals Grant, Sherman, and Sheridan. Presentation address on behalf of Mr. George W. Childs of Philadelphia by Gen. Horace Porter. Response on behalf of officers and cadets of Military Academy by Col. John M. Wilson, Commandant. Dinner at the hotel. 9.00 P. M., reception at residence of Col. John M. Wilson.

FRIDAY, OCTOBER 4th.

Breakfast at the hotel, West Point, N. Y.

9.00 A. M., inspection of Military Academy. 10.30, cavalry drill.
Leave West Point, N. Y. (by United States cruiser
"Yorktown") 11.30 A. M.
Arrive New York, N. Y. 4.30 P. M.

Luncheon on the "Yorktown."

Leave New York, N. Y. (via Fall River Line) 5.00 "
Dinner on the steamer "Puritan."

SATURDAY, OCTOBER 5th.

Breakfast on the steamer "Puritan."

Leave Fall River, Mass. (via Old Colony R. R.) . . . 7.30 A. M.
 Arrive Boston, Mass. 9.05 "

Reception by Hon. Thomas N. Hart, Mayor, and prominent citizens. Visit boys' high school. 11.30 A. M. visit Waltham Watch Factory, Waltham, Mass. Luncheon tendered by Mr. Royal E. Robbins of Waltham Watch Factory. 2.30 P. M., visit Para Rubber Works and shoe factory of Messrs. Houghton & Coolidge at South Framingham, Mass. 7.00 P. M., banquet at the Parker House, tendered by the Commercial Club. Lodging at Hotel Vendome.

SUNDAY, OCTOBER 6th.

At Hotel Vendome, Boston, Mass.

10.00 A. M., visit city institutions, escorted by the Mayor.
 Luncheon at Hotel Vendome. 3.00 P. M., visit Harvard College, and drive through city and suburbs.

MONDAY, OCTOBER 7th.

Breakfast at Hotel Vendome, Boston.

Leave Boston, Mass., (via Boston and Maine R. R.,
 Western Division Station) 9.00 A. M.
 Arrive Lawrence, Mass. 9.45 "

Visit Mr. W. A. Russell's paper mill and Pacific Print Mills.

Luncheon tendered by Mr. Henry Saltonstall.

Leave Lawrence, Mass. 1.45 P. M.
 Arrive Lowell, Mass. 2.15 "

Visit carpet, hosiery, and woolen mills.

Leave Lowell, Mass. 5.30 "
 Arrive Boston, Mass. 6.15 "

Dinner at Hotel Vendome.

Attend Hollis Street Theatre in the evening.

TUESDAY, OCTOBER 8th.

Leave Boston, Mass., (via Boston and Maine R. R.,
 Western Division Station) 2.00 A. M.
 Train to be open for occupation (October 7th) at . . . 11.00 P. M.
 Arrive Manchester, N. H. 7.00 A. M.
 8.30 A. M., visit Amoskeag Cotton Mills. 10.20 A. M., breakfast
 tendered by citizens of Manchester.
 Leave Manchester, N. H. (via Concord R. R., Boston
 and Maine R. R., and Portland and Rochester R. R.) 12.00 Noon
 Arrive Portland, Me. 4.00 P. M.
 Luncheon on the Special Train.

A committee of the citizens and the Board of Trade will meet
 the party on arrival and escort them to the City Hall, where they
 will be met by Hon. H. S. Melcher, Mayor, and the members of
 the City Councils. A drive through the city and an excursion in
 the harbor. In the evening a dinner at the Falmouth Hotel will
 be followed by a reception, attended by Municipal, State, and
 Federal officials and citizens.

Leave Portland, Me. (via Portland and Rochester R. R.
 and Boston and Maine R. R.) 11.00 P. M.

WEDNESDAY, OCTOBER 9th.

Arrive Worcester, Mass. 7.30 A. M.
 Breakfast on the Special Train.

A drive through the city.

Leave Worcester, Mass. (via New York and New Eng-
 land R. R.) 10.00 "

Arrive Willimantic, Conn. 11.45 "

Visit thread works.

Leave Willimantic, Conn. (via New York and New
 England R. R.) 12.30 P. M.

Luncheon on the Special Train.

Arrive South Manchester, Conn. 1.30 "

Visit Cheney Silk Mills.

Leave South Manchester, Conn. 2.45 P. M.
 Arrive Hartford, Conn. 3.25 "

Drive through the city. Visit various manufactories. 6.00 P. M., dinner tendered by citizens. 8.00 P. M., reception by Governor M. G. Bulkeley at the Capitol. Lodging on the Special Train, train to be open for occupation 11.00 P. M.

THURSDAY, OCTOBER 10th.

Leave Hartford, Conn. (via Central New England and Western R. R.) 7.30 A. M.
 Breakfast on the Special Train.

Arrive Collinsville, Conn. 8.30 "
 Visit edge tool works.

Leave Collinsville, Conn. (via Central New England and Western R. R. and New York, New Haven and Hartford R. R.) 10.00 "
 Luncheon on the Special Train.

Arrive Meriden, Conn. (via Hartford) 11.30 "

Leave Meriden, Conn. (via New York, New Haven and Hartford R. R.) 1.30 P. M.
 Arrive New Haven, Conn. 2.00 "

Visit manufactories and Yale University. Drive through the city. 6.00 P. M., dinner tendered by the citizens. 8.30 P. M., reception by Hon. H. F. Peck, Mayor, and University authorities. Lodging on the Special Train, train to be open for occupation 11.00 P. M. The Special Train will run during night to Springfield, Mass. (via New York, New Haven and Hartford R. R.)

FRIDAY, OCTOBER 11th.

Breakfast at Springfield on the Special Train.

The party will be met at the station by the Hon. Edward S. Bradford, Mayor of Springfield, and Col. A. R. Buffington, commanding the National Armory. A drive through the city; visit the National Armory and the Government Envelope Works. Leave Springfield, Mass. (via Connecticut River R. R.) 1.30 P. M.
 Luncheon on the Special Train.

Arrive Holyoke, Mass.	2.00 P. M.	
Visit the paper mills.		
Leave Holyoke, Mass. (via Connecticut River R. R.)	3.15	"
Arrive Springfield, Mass.	3.45	"
Leave Springfield, Mass. (via Boston and Albany R. R.)	4.00	"
Arrive Albany, N. Y.	7.30	"

Dinner on the Special Train.

Albany, N. Y. 9.00 P. M., illumination of the Capitol. Lodging at the Delavan House.

SATURDAY, OCTOBER 12th.

Breakfast at Delavan House, Albany.

9.00 A. M., drive through the city, escorted by a committee of citizens, visiting points of interest.

Leave Albany, N. Y. (via New York Central and Hudson River R. R.) 11.00 A. M.

Arrive Niagara Falls, N. Y. 8.00 P. M.

Luncheon and dinner on the Special Train. Lodging at Cataract House, Niagara Falls.

SUNDAY, OCTOBER 13th.

At Cataract House, Niagara Falls, N. Y. Visit the falls, the rapids, and other points of interest.

MONDAY, OCTOBER 14th.

Breakfast at Cataract House, Niagara Falls.

Leave Niagara Falls, N. Y. (via New York Central and Hudson River R. R.) 8.30 A. M.

Arrive Buffalo, N. Y. 9.10 "

9.30 A. M., reception at City Hall by Hon. Philip Becker, Mayor, and other officials. 10.00 A. M., drive to different points of interest. 12 M., luncheon at the Iroquois Hotel. 1.30 P. M., those who wish to see the elevators and docks will be taken on board a steam yacht at foot of Main Street; those who prefer to visit the Jewett Horse Farm will be taken by special train to Willink;

those who prefer to visit factories and particular institutions will be escorted in carriages by a committee. 7.00 P. M., banquet at Niagara House, followed by a public reception. Lodging at Niagara House, Buffalo.

TUESDAY, OCTOBER 15th.

Breakfast at Niagara House, Buffalo.

Leave Buffalo N. Y. (via Lake Shore and Michigan Southern Ry.) 8.00 A. M.
 Arrive Erie, Pa. 10.15 "
 Leave Erie, Pa. 11.30 "

Luncheon on the Special Train.

Arrive Cleveland, Ohio 1.45 P. M.
 Arrive Newburgh, " (suburb of Cleveland), (via Cleveland and Pittsburgh R. R., Pennsylvania Company's lines) 2.20 "

Visit rolling mills, wire and nail works, Bessemer steel works, and Northern Ohio Hospital for the Insane. 8.30 P. M., banquet at the Stillman House, Cleveland, followed by a public reception. Lodging at the Stillman House.

WEDNESDAY, OCTOBER 16th.

Breakfast at the Stillman House.

Visit public works and industrial establishments. 1.30 P. M., luncheon at the Stillman House. In the afternoon drive through Euclid Avenue to Wade and Gordon Parks, Lake View Cemetery, and Garfield Monument. 7.00 P. M., dinner at the Stillman House. 8.30 P. M., reception at the Stillman House by the business men.

Leave Cleveland, Ohio (via Lake Shore and Michigan Southern Ry.) 10.00 P. M.

THURSDAY, OCTOBER 17th.

Arrive Detroit, Mich. 7.00 A. M.

Breakfast on the Special Train.

Drive about the city. Visit various manufactories.

Luncheon at the residence of Hon. James McMillan, United States Senator.

Leave Detroit Mich. (via Michigan Central R. R.) . . . 3.00 P. M.
 Arrive Ann Arbor, Mich. 4.00 "

Dinner at Ann Arbor. Visit Michigan University. Reception in the evening by University authorities.

Leave Ann Arbor, Mich. 10.00 P. M.
 Arrive Grand Rapids, Mich. Next morning.

FRIDAY, OCTOBER 18th.

The party will be received at station by Hon. John Killeen, Mayor, and other municipal authorities. 9.00 A. M., breakfast at the Morton House, tendered by citizens. 10.00 A. M., drive through the city, visiting various manufacturing establishments. 12.30 P. M., review of the Military Companies, Fire Department, and Bicycle Club. 1.00 P. M., luncheon at the Morton House. 2.00 P. M., trotting races at the fair grounds. 5.30 P. M., reception by the Mayor at the City Hall. 7.00 P. M., banquet tendered by citizens.

Leave Grand Rapids, Mich. (via Grand Rapids and

Indiana R. R. and Michigan Central R. R.) . . . 10.00 P. M.
 Arrive South Bend, Ind. Next morning.

SATURDAY, OCTOBER 19th.

Breakfast on the Special Train.

8.30 A. M., visit the wagon manufactory of the Messrs. Studebaker Brothers; 10.00 A. M., Wilson Brothers' shirt factory, Oliver Plow Works; 11.30 A. M., sewing-machine case factory; 12.30 P. M., luncheon at the residence of Hon. Clement Studebaker; 2.00 P. M., drive to Notre Dame University.

Leave South Bend, Ind. (via Michigan Central R. R.) . . . 5.00 P. M.

Dinner on the Special Train.

Arrive Chicago, Ill. 8.30 "
 Lodging at Grand Pacific Hotel.

SUNDAY, OCTOBER 20th.

Breakfast at Grand Pacific Hotel.

Chicago, Ill. 10.00 A. M., attend church. Luncheon 1.30 P. M. In the afternoon drive through the parks and principal residence streets. Dinner at Grand Pacific Hotel.

MONDAY, OCTOBER 21st.

Breakfast at Grand Pacific Hotel.

Chicago, Ill. 10.00 A. M., visit Board of Trade; 10.30 A. M., special train to stockyards; 1.00 P. M., leave by the Special Train for Pullman. Luncheon on the Special Train. Dinner at Grand Pacific Hotel. Reception tendered at his residence by Potter Palmer, Esq.

TUESDAY, OCTOBER 22d.

Breakfast at Grand Pacific Hotel.

Chicago, Ill. 10.00 A. M., visit the Armour Kindergarten and other institutions; the Auditorium, and manufacturing establishments; 7.00 P. M., banquet tendered by the citizens.

WEDNESDAY, OCTOBER 23d.

Breakfast at Grand Pacific Hotel.

Leave Chicago, Ill. (via Chicago, Milwaukee and St.

Paul Ry.) 8.00 A. M.
Arrive Milwaukee, Wis. 10.30 "

The party will be met at Western Union Junction by a Committee from Milwaukee. On arrival at Milwaukee they will take carriages and be driven to the Art Gallery, the Water-Works, and through the business and residence portion of the East Side to the leading breweries; thence to Schlitz Hotel, where a luncheon will be tendered at 12.30 by Mr. August Uihlein. The carriage ride will be continued through the West Side, visiting some of the larger manufacturing institutions; thence along Grand Avenue to Soldiers' Home; thence east through the South Side, stopping if time will permit at the Allis Iron Works and other important places; thence to the Plankinton House for dinner, at

6.00 P. M. After dinner a reception will be given at the residence of Hon. John L. Mitchell.

Leave Milwaukee, Wis. (via Chicago, Milwaukee and St. Paul Ry.) 12.00 midnight.
(Schedule to be arranged so as to leave La Crosse, Wis., about 6.00 A. M. Thursday, October 24th, and arrive St. Paul about 10.00 A. M.)

THURSDAY, OCTOBER 24th.

Arrive St. Paul, Minn. 10.00 A. M.
Breakfast on the Special Train.

The reception committee will meet the party on arrival at the railway station with carriages, for a drive through the city; visit the public buildings. 12.00 M., reception by State, county, and city officials at City Hall; 1.00 P. M., luncheon at the residence of Governor Merriam; 2.00 P. M., drive about the city; 7.00 P. M., dinner at Hotel Ryan, followed by a reception. Lodging at Hotel Ryan.

FRIDAY, OCTOBER 25th.

Breakfast at Hotel Ryan, St. Paul.

The Minneapolis Reception Committee will meet the party at St. Paul and escort them to Minneapolis.

Visit the flour mills and other points of interest. Reception at Chamber of Commerce. Luncheon at the West Hotel. Drive through the city. Banquet in evening at the West Hotel, followed by a reception.

Leave Minneapolis, Minn. (via Chicago, St. Paul, Minneapolis and Omaha Ry.) 11.00 P. M.

SATURDAY, OCTOBER 26th.

Arrive Sioux City, Iowa 8.00 A. M.
Breakfast on the Special Train.

Visit the Corn Palace and drive about the city.

Leave Sioux City, Iowa 11.00 "
Luncheon on the Special Train.

Arrive Omaha, Neb. 2.30 P. M.

The Omaha committee will meet the party at Sioux City. Visit to South Omaha stock yards and packing houses. Dinner and lodging at the Paxton House, Omaha. Attend the theatre in the evening.

SUNDAY, OCTOBER 27th.

Breakfast at the Paxton House, Omaha.

Leave the hotel 10.00 A. M. for drive through the city, visiting art galleries and smelting works; 1.00 P. M. visit Fort Omaha; dress parade by Second Regiment United States Infantry; 3.00 P. M., dinner at the Paxton House. Lodging on the Special Train. The train to be open for occupation at 8.00 P. M.

MONDAY, OCTOBER 28th.

Leave Omaha Neb. (via Union Pacific Ry., Chicago, Rock Island and Pacific Ry., and St. Louis, Keokuk and North Western R. R.) 1.00 A. M.

Breakfast and luncheon on the Special Train.

Arrive St. Louis, Mo. 6.00 P. M.

The party will be met on arrival by Gov. David R. Francis, Hon. E. A. Noonan, Mayor, and Mr. Charles A. Cox, President of the Merchants' Exchange. Public reception at the Merchants' Exchange. Dinner and lodging at the Southern Hotel.

TUESDAY, OCTOBER 29th.

At the Southern Hotel, St. Louis, Mo.

9.00 A. M., display of the Fire Department; drive through the city; visit St. Louis Stamping Works, Kingsland & Douglas' Factory, Dozier-Weyl Cracker Factory, Hamilton Brown Shoe Factory, Anheuser-Busch Brewery, the parks, and water-works. Luncheon at the fair grounds. In the afternoon carriage ride resumed from fair grounds, visiting the universities and charitable institutions. Dinner at the Southern Hotel. Reception in the evening by the Marquette Club.

Leave St. Louis, Mo. (via Missouri Pacific Ry.) . 12.00 midnight.

WEDNESDAY, OCTOBER 30th.

Breakfast on the Special Train.

Arrive Kansas City, Mo. (via Missouri Pacific Ry.) . . . 9.00 A. M.

The party will be met and welcomed at the station by Hon. J. J. Davenport, Mayor of the city, members of the City Councils, representatives of the commercial clubs, and a committee of citizens. Visit smelting works at Argentine by special train. A ride through the city on the electric and cable lines. Carriage drive through the residence section of the city. Luncheon at the Midland Hotel. Witness the trotting and running races at Exposition Park. Dinner at the Coates House. Attend the play at Coates' Opera House in the evening.

Leave Kansas City, Mo. (via Wabash R. R.) . . . 12.00 midnight.

THURSDAY, OCTOBER 31st.

Breakfast on the Special Train.

Arrive Springfield, Ill. 10.00 A. M.

Luncheon and dinner at Leland Hotel.

Visit to Capitol Building and Lincoln's Tomb.

The Special Train will run to Indianapolis, Ind., during the night (via Wabash Railroad and Indianapolis, Decatur and Western Ry.).

FRIDAY, NOVEMBER 1st.

Arrive Indianapolis, Ind. 7.30 A. M.

Breakfast on the Special Train.

10.00 A. M., drive to various manufacturing establishments and Capitol. Luncheon and dinner at Dennison Hotel, tendered by the citizens.

Leave Indianapolis, Ind. (via Jeffersonville, Madison

and Indianapolis R. R. Pennsylvania Co.'s lines) . 6.00 P. M.

Arrive Louisville, Ky. 9.00 "

The party will be met at the station by a committee of citizens and escorted in carriages to the Galt House. The streets traversed will be decorated by illuminated arches. Lodging at the Galt House.

SATURDAY, NOVEMBER 2d.

Breakfast at the Galt House.

Carriage drive to the tobacco breaks and market ; through the city, and thence to Glenview Stock Farm. Exhibition of Kentucky-bred blood horses. Luncheon at the Fencastle Club, near Glenview. Return to the city in time to take the Special Train for Mammoth Cave.

Leave Louisville, Ky. (via Louisville and Nashville

R. R.) 11.00 P. M.

Arrive Mammoth Cave, Ky. Next morning.

SUNDAY, NOVEMBER 3d.

At Mammoth Cave. Breakfast, luncheon, and dinner on the Special Train. Leave at night for Lexington, Ky. (via Louisville and Nashville R. R.)

MONDAY, NOVEMBER 4th.

Arrive Lexington, Ky. 7.00 A. M.

Breakfast on the Special Train.

Visit blue-grass stock farm.

Leave Lexington, Ky., via La Grange (Louisville and

Nashville R. R.) 11.00 "

Luncheon on the Special Train.

Arrive Cincinnati, Ohio 4.00 P. M.

Dinner and lodging at the New Burnet House.

TUESDAY, NOVEMBER 5th.

Breakfast, luncheon, and dinner at the New Burnet House, Cincinnati.

Visit various voting precincts, illustrating the manner of conducting an American election ; in the evening attend at the counting of the ballots and witness scenes incident to the reception of election returns.

Lodging on the Special Train.

WEDNESDAY, NOVEMBER 6th.

Leave Cincinnati, Ohio (via Pennsylvania Co.'s Lines ;
 Pan Handle Station) 5.30 A. M.
 The Special Train will be ready for occupation (November 5th)
 11.00 P. M.
 Breakfast on the Special Train.
 Arrive Columbus, Ohio 9.00 A. M.
 Carriage ride through the city of Columbus.
 Leave Columbus, Ohio 11.00 "
 Arrive Pittsburg, Pa. 5.30 P. M.
 Dinner and lodging at Monongahela House.

THURSDAY, NOVEMBER 7th.

Breakfast at Monongahela House, Pittsburg.
 Leave Union Station by the 'Special Train for a visit to glass
 works of Ripley & Co., Oliver Iron and Steel Works, Jones &
 Laughlin Iron Works, Homestead Steel Works of Carnegie,
 Phipps & Co. Also visit W. D. Woods & Co.'s Sheet Iron Works
 and the National Tube Works at McKeesport, and Edgar Thom-
 son Steel Works at Bessemer. Luncheon and dinner on the Spe-
 cial Train. Lodging at Monongahela House.

FRIDAY, NOVEMBER 8th

Breakfast at Monongahela House.
 Leave West Pennsylvania Railroad Station, Allegheny City.
 Visit Tarentum, in the natural gas region, and the Pittsburg
 Plate Glass Works, at Allegheny Junction ; also visit Porter's Lo-
 comotive Works, Crescent Steel Works, the works of Hassy,
 Binns & Co., and of the A. French Spring Company, all located
 on the Allegheny Valley Railroad.
 Luncheon, dinner, and lodging on the Special Train.

SATURDAY, NOVEMBER 9th.

Breakfast on the Special Train.

Leave Pittsburg, Pa. (via Pennsylvania R. R.) 7.20 A. M.

Visit glass manufactories at Jeannette, the Grapeville gas fields and the steel works at Latrobe, all on the line of the Pennsylvania Railroad.

Arrive Altoona, Pa. 11.00 A. M.

Visit Pennsylvania Railroad car-building and locomotive shops.

Luncheon on the Special Train.

Leave Altoona, Pa. 3.30 P. M.

Dinner on the Special Train.

Arrive Philadelphia, Pa. 9.40 “

Reception tendered the delegates by Hon. Edwin H. Fitler, Mayor of Philadelphia, in Parlor “C,” Continental Hotel.

Lodging at the Continental Hotel, Philadelphia, Pa.

SUNDAY, NOVEMBER 10th.

At the Continental Hotel, Philadelphia.

MONDAY, NOVEMBER 11th.

Breakfast at the Continental Hotel.

The party will be taken in carriages to Independence Hall, thence to Wanamaker's Store, the Machine Tool Works of William Sellers & Co., and to the Baldwin Locomotive Works.

Luncheon at the Baldwin Locomotive Works.

Drive to Carpet Works of J. & J. Dobson, Falls of Schuylkill, returning through Fairmount Park.

Dinner at the Continental Hotel.

In the evening a reception will be tendered the delegates at the Union League House.

TUESDAY, NOVEMBER 12th.

Visit the Sugar Refinery of Harrison, Frazier & Co. and the University of Pennsylvania.

Luncheon at the University.

Special train to Disston & Sons' Saw Works at Tacony. Steamer on the Delaware to Cramp's Shipyard and the Iron Works of I. P. Morris & Co. at Port Richmond. Steamer ride on the Delaware from Port Richmond to Chestnut Street Wharf.

Dinner at the Continental Hotel.

In the evening a reception and banquet at the Manufacturers' Club.

WEDNESDAY, NOVEMBER 13th.

Leave Philadelphia (via Pennsylvania R. R.) 11.30 A. M.

Luncheon on the Special Train.

A daylight ride through the beautiful suburban region west of Philadelphia and through the celebrated Chester Valley, the rich farming lands of Lancaster and York Counties, with a glimpse of Harrisburg and the picturesque banks of the Susquehanna.

Arrive Harrisburg, Pa. 2.10 P. M.

Leave Harrisburg, Pa. 2.20 "

Arrive Washington, D. C. 6.15 "

THE EQUIPMENT OF THE SPECIAL TRAIN
PROVIDED FOR THE TOUR OF THE
DELEGATES
OF THE
INTERNATIONAL
AMERICAN CONFERENCE
BY THE
PENNSYLVANIA RAILROAD COMPANY
AND
PULLMAN'S PALACE CAR COMPANY.

Pennsylvania Railroad Standard Locomotive
"No. 1053."

PULLMAN VESTIBULE COMPOSITE CAR	"ESPERANZA."
PULLMAN VESTIBULE DINING CAR	"WINDSOR."
PULLMAN VESTIBULE SLEEPING CAR	"WASHINGTON."
PULLMAN VESTIBULE SLEEPING CAR	"INDIA."
PULLMAN VESTIBULE SLEEPING CAR	"COLUMBUS."
PULLMAN VESTIBULE SLEEPING CAR	"JAPAN."

THE SPECIAL TRAIN.

WHEN the delegates to the International American Congress gathered at the Baltimore and Potomac Railroad Station in Washington, on the morning of October 3d, 1889, to begin their tour to the principal industrial cities of the United States, they found awaiting them a train of cars which has never been equaled in point of equipment on any similar occasion in the world.

As it stood in the station ready to receive its distinguished passengers the train represented a money value of \$150,000. In its composition it was as complete in all its appointments as a metropolitan hotel or club-house. There were drawing-rooms and parlors for use by day, berths and state-rooms for sleeping purposes, a library and writing-rooms, bath rooms and a barber's saloon, a dining car perfect in every detail. Rich upholstery and magnificent drapery from the looms of the Union, stalwart oak from the forests of North America, glistening rosewood from the banks of the Amazon, mirror-like mahogany from the sunny lands of Central America, and velvety satinwood from the valleys of the Himalayas had all been brought into requisition by the decorator and finisher. From the spoils of so many climes the car-builder had constructed the train whose elegance, comfort, and luxury a fairy prince might covet.

THE COMPOSITION OF THE TRAIN.

At the head of this princely train there stood Pennsylvania Railroad locomotive No. 1053. This engine is known in the technical classification of the builders as "Class O." It was designed by Mr. Theo. N. Ely, General Superintendent of Motive Power, built at the Pennsylvania Railroad's car and locomotive shops at Altoona, Pa., and is a type of the best American effort in locomotive

construction. The total weight of the engine is ninety-one thousand nine hundred pounds. It is a very handsome, as well as a perfect, piece of mechanism, and its capacity for constant, unbroken, and speedy work has been demonstrated by its performances on this tour to be superior to any previous achievement of any other locomotive in the world. The run of three hundred and twenty-five miles, between Milwaukee and St. Paul, in ten hours, and that of four hundred and seventy-six miles, between Omaha and St. Louis, in eighteen hours, establishes its staying powers on a firm foundation, and makes for it a record that is matchless in the railroad history of this country. The use of a single engine for a trip of over five thousand miles has never before been attempted, and the brilliant success which marks this case is eloquent proof of the accomplished skill of American mechanics, as well as a convincing demonstration of the excellence of American railroads.

THE SMOKER'S PARADISE.

Following the engine is the Pullman Vestibule Composite Car "Esperanza." This is the technical designation of the car in railroad parlance, but it is more properly and intelligently described as a library and smoking car. The front portion of this car is used as a storage van for the baggage, with a section reserved for the dynamo. This dynamo, operated by steam supplied from the locomotive, furnishes the power for illuminating the entire train. From it the storage batteries, placed under the cars, are charged with electricity, sufficient in amount to thoroughly illuminate all the cars for ten hours, without recharging. It also supplies the current for the movable berth lights and the signal lights on the end of the rear coach. Adjoining the baggage compartment is the bath and barber's saloon. The bath-room is supplied with both hot and cold water, and the shaving and hair-dressing department is complete in all its details. A buffet, for the service of light refreshments, comes next, and beyond this is the open parlor for smoking, reading, or writing. An escritoire,

with writing materials, and a bookcase filled with entertaining volumes are striking features of the smoker's paradise. The interior is finished in oak, and the prevailing colors of drapery and decoration are bronze and gold. Luxurious bamboo arm-chairs and a sofa invite ease and comfort.

A REFECTORY IN OAK AND OLIVE.

Next in order is the Pullman Vestibule Dining Car "Windsor." This car is used exclusively for the preparation and service of meals. The kitchen occupies about one-third of the interior space, but it is so arranged and separated from the main saloon that no odors of the cooking are allowed to penetrate the dining-hall. A *chef* and four assistants preside over the range, and five white-jacketed waiters perform the bidding of the guests. There are store-rooms chilled by cold air, refrigerating wine closets, linen lockers, plate and china chests, and all the conveniences requisite for the providing, preparing, and serving of bounteous meals.

The car contains ten tables, with a seating capacity for forty persons simultaneously. The interior is very attractive, the finishing being oak and the tint of the draping olive-green. A uniformed official, called the dining-car conductor, who is really the steward, has charge of this car.

IMPERIAL QUARTERS.

The Pullman Vestibule Drawing and State Room Sleeping Cars "Washington," "Columbus," "India," and "Japan," are each the largest cars of their class, and the most notable specimens of the Pullman Palace Car Company's skill. They are seventy-five feet long, fourteen feet high, and contain twelve sections of two double berths, a single and a double drawing-room, beside lavatories, a bath and toilet rooms. The "Washington" and "Columbus" are finished in satinwood and mahogany. The upholstery is imperial purple, and the curtains are maroon. The "India" and "Japan" are finished in like manner, but the

distinctive tints of upholstery and drapery are turquoise blue, garnet, purple, and maroon. The drawing-rooms, or private compartments, are separated from the main saloon by partitions of hard wood. Their interior finishing is of ivory and gold, with rich maroon hangings. Private lavatories and toilet-rooms are connected with the drawing-rooms by communicating doors. The baths and lavatories throughout the train are supplied, from tanks placed beneath the cars, with both hot and cold water, which is forced into bath-tub or basin by air pressure.

Radiant nickel chandeliers hang from the roof ridge. They are fitted for gas or electricity, but the latter is the generally accepted illuminating agent. In addition to the chandeliers, movable electric bulbs are fitted in each berth, so that one may dispose his light to suit his convenience.

The vestibule attachments connecting the different cars render the train, as far as the passage from car to car is concerned, one elongated coach. A passenger may pass through the entire train with the same facility as if he were strolling through a long corridor.

Steam from the locomotive is distributed through radiators placed in the cars, so that a uniform degree of heat can be maintained throughout the entire train.

All the cars of this train were withdrawn, for the time being, from the regular equipment of the "Pennsylvania Limited," which runs between New York and Chicago every day, and the locomotive for months previous to the tour had been in constant service, drawing the heaviest passenger trains over the high grades of the Allegheny Mountains. Few railroads in the world could provide so complete a train from its every-day service.

THE PRELIMINARY ARRANGEMENTS.

All the preliminary arrangements for the tour were undertaken for the United States Government by the Pennsylvania Railroad Company, through its personally-conducted Tourist System. The

undertaking involved an enormous amount of detail. Every provision for the movement of the train was perfected in advance, and the entire plan and scope of the tour was reduced to a printed itinerary before the distinguished party started from Washington. This work required weeks of earnest, persistent, and careful endeavor, and the efficiency of the System is amply demonstrated by the fact that the programme has not been changed in any essential point since the tour began.

The delegates to the International American Conference have seen the sources of the power of a great people, yet, when they come to sum up the results of the trip, the fact should not be ignored that they have themselves promoted and have witnessed the accomplishment of the greatest achievement of modern rail-roading.

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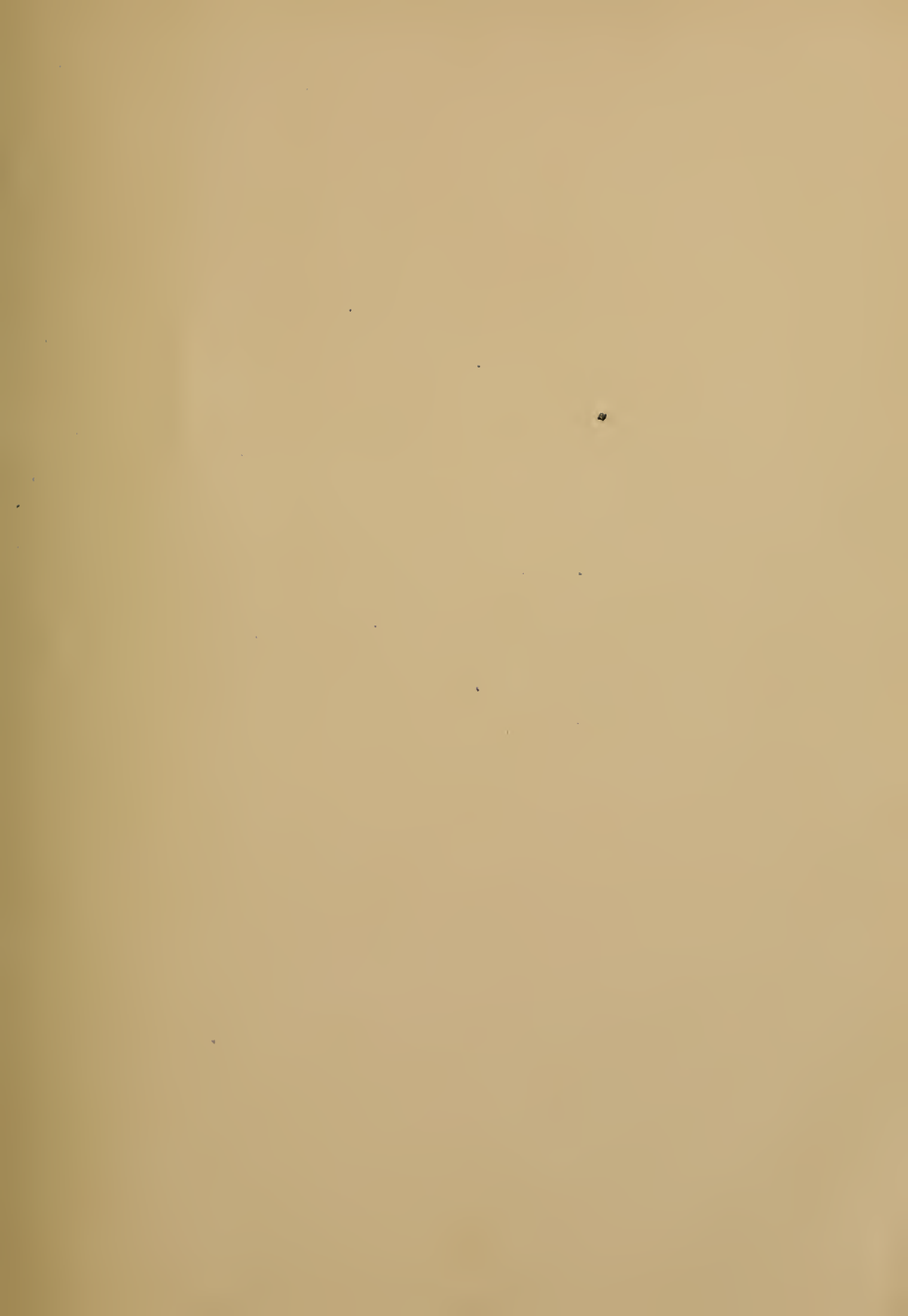
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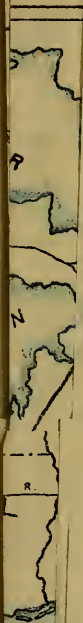
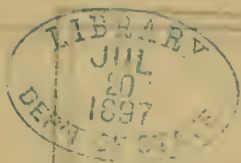
TABLE OF DISTANCES.

	MILES
Washington to Jersey City, via Pennsylvania R. R.	228
Jersey City to West Point, via West Shore R. R.	53
West Point to New York, via "The Yorktown"	51
New York to Fall River, via Fall River Line	181
Fall River to Boston, via Old Colony R. R.	51
Boston to Lawrence, via Boston and Maine R. R.	27
Lawrence to Lowell, via Boston and Maine R. R.	13
Lowell to Boston, via Boston and Maine R. R.	28
Boston to Manchester, via Boston and Maine R. R.	57
Manchester to Portland, via Concord R. R., Boston and Maine R. R., and Portland and Rochester R. R.	96
Portland to Worcester, via Portland and Rochester R. R. and Boston and Maine R. R.	147
Worcester to Willimantic, via New York and New England R. R.	51
Willimantic to South Manchester, via New York and New England R. R.	25
South Manchester to Hartford, via New York and New Eng- land R. R.	10
Hartford to Collinsville, via Central New England and West- ern R. R.	24
Collinsville to Hartford, via Central New England and West- ern R. R.	24
Hartford to Meriden, via New York, New Haven and Hart- ford R. R.	18
Meriden to New Haven, via New York, New Haven and Hartford R. R.	19
New Haven to Springfield, via New York, New Haven and Hartford R. R.	63
Springfield to Holyoke, via Connecticut River R. R.	8
Holyoke to Springfield, via Connecticut River R. R.	8
Springfield to Albany, via Boston and Albany R. R.	104

Albany to Niagara Falls, via New York Central and Hudson River R. R.	306
Niagara Falls to Buffalo, via New York Central and Hudson River R. R.	22
Buffalo to Cleveland, via Lake Shore and Michigan Southern R. R.	183
Cleveland to Newburgh, via Cleveland and Pittsburg R. R. .	8
Newburgh to Cleveland, via Cleveland and Pittsburg R. R. .	8
Cleveland to Detroit, via Lake Shore and Michigan Southern R. R.	178
Detroit to Ann Arbor, via Michigan Central R. R.	38
Ann Arbor to Grand Rapids, via Michigan Central R. R. .	132
Grand Rapids to South Bend, via Grand Rapids and Indiana R. R. and Michigan Central R. R.	107
South Bend to Chicago, via Michigan Central R. R.	105
Chicago to Pullman, via Illinois Central R. R.	14
Pullman to Chicago, via Illinois Central R. R.	14
Chicago to Milwaukee, via Chicago, Milwaukee and St. Paul Ry.	85
Milwaukee to St. Paul, via Chicago, Milwaukee and St. Paul Ry.	325
St. Paul to Minneapolis, via Chicago, St. Paul, Minneapolis and Omaha Ry.	10
Minneapolis to Sioux City, via Chicago, St. Paul, Minneapolis and Omaha Ry.	260
Sioux City to Omaha, via Chicago, St. Paul, Minneapolis and Omaha Ry.	107
Omaha to St. Louis, via Union Pacific Ry., Chicago, Rock Island and Pacific R. R., and St. Louis, Keokuk and North Western R. R.	476
St. Louis to Kansas City, via Missouri Pacific Ry.	283
Kansas City to Springfield, via Wabash R. R.	301
Springfield to Indianapolis, via Wabash R. R. and Indianapolis, Decatur and Western Ry.	191
Indianapolis to Louisville, via Jeffersonville, Madison and Indianapolis R. R.	110

	MILES
Louisville to Mammoth Cave, via Louisville and Nashville R. R.	102
Mammoth Cave to Lexington, via Louisville and Nash- ville R. R.	196
Lexington to Cincinnati, via La Grange (Louisville and Nashville R. R.)	150
Cincinnati to Pittsburg, via Pennsylvania Co.'s Lines . . .	313
Pittsburg to Philadelphia, via Pennsylvania R. R.	354
Philadelphia to Washington, via Harrisburg (Pennsylvania R. R.)	233
Total	<u>5897</u>







TOUR

TENDERED BY THE GOVERNMENT OF THE UNITED STATES

TO

THE INTERNATIONAL AMERICAN CONFERENCE,

OCTOBER 3 TO NOVEMBER 13, 1889,

UNDER THE
PERSONALLY-CONDUCTED TOURIST SYSTEM

OF THE

PENNSYLVANIA RAILROAD COMPANY



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